

INTIMATIONS

NOW READY

THE CHRONICLES AND DIRECTORY
FOR CHINA, JAPAN, SOUTHERN ASIA, &c., &c.
1890,
With which is incorporated
THE CHINA DIRECTORY.

THIRTY-FOURTH ANNUAL ISSUE,
and will be found, as usual, to show an advance
on preceding years both in fulness and accuracy
of information.

The DIRECTORY covers the whole of the
ports and cities of the Far East, from Peking to
Vladivostock, in which Europeans reside.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

VEGETABLE
AND
FLOWER
SEEDS.

SEASON, 1890-1891.

TO PREVENT DISAPPOINTMENT IT
IS REQUESTED THAT CUSTOMERS
WILL PLEASE BOOK ORDERS
AT ONCE.

CATALOGUES

WITH FULL DIRECTIONS FOR
SOWING MAY STILL BE HAD
ON APPLICATION.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, 18th September, 1890.

of municipal regulations, which cannot be classed as crimes in the proper sense of the word, but which may involve the offender in an infinity of trouble if the magistrates do not exercise justice and discretion in the performance of their duties. In fact the administration of justice is a matter of moment to the whole body politic and to each individual member, and the anxiety felt by the foreign community in Japan with reference to their approaching subjection to the Japanese courts is not unnatural. It is idle to tell them that if they are respectable they will not be affected and that therefore they need not trouble themselves. The matter is one of the greatest importance to them, and the only question is whether the Japanese courts will prove themselves reliable and upright tribunals. Here we find ourselves in agreement with our contemporaries. "Dwelling around us," he says, "are millions of Japanese, happy in their home lives, totally undisturbed by police interference, and enjoying just as much inviolability of domicile and security of property as any European enjoys in his own country." That affords very good ground for believing that Europeans will not be unduly interfered with. Also, Englishmen, with the loss of Consular jurisdiction, will not "pass from beneath the shadow of the flag that hangs over him and in all times been omnipotent for the protection of the humblest British subject." Nevertheless, if the Japanese executive officers and courts of justice should prove themselves tyrannical, inefficient, and corrupt, life for the British subject in Japan would become much less agreeable than it has hitherto been.

Our contemporary protects itself, as regards its argument of indifference, by saying:—

"It will not be supposed, of course, that in

pointing out the absence of any appreciable connection between criminal procedure and the lives of ordinary respectable folks we underrate the importance of good laws and their efficient administration. Were we not persuaded that Japanese criminal codes

and Japanese criminal courts have long ceased to offer just ground for complaint, we should certainly oppose the abolition of Consular jurisdiction."

While thus parrying the anticipated reply, however, our contemporary again repeats his error in the next sentence, in which he says:—"But when there is question of the foreign residents' submission to those codes and courts, it is well to remember that the matter concerns only an insignificant fraction of the community." We say it concerns the whole community, because every individual, however respectable, and whatever his position, has to share in the risk incurred. Probably every reader will be able to recall cases that have come within his own knowledge of persons of the highest respectability who have been called upon to answer unfounded or frivolous charges preferred against them in a court of justice and who, if the courts before which they were tried had been corrupt or incompetent, might have been subjected to serious injury to their character and career. Such cases are not very numerous, but they occur often enough to make any one reluctant to place himself under the jurisdiction of courts in which he has not full confidence. Also, the lower the standard of the courts and the greater will be the number of unfounded charges brought for motives of revenge or extortion, as we know is the case in China.

So far as Japan is concerned, the matter is settled, and foreigners who choose to reside in the country will, a short time hence, have to submit to the national jurisdiction. We believe the decision arrived at is on the whole a wise one, but no good will be effected by treating with levity the fears of those who entertain a contrary opinion. Some might even think that a little justification for those fears is to be found in a case reported in the Japanese papers just received. A Chinaman at Kobe was sentenced to a year's hard labour for smoking opium. A European is not likely to find himself charged with precisely the same offence, perhaps, but if "state-made crime" of one description is to be punished with such extraordinary severity, who can say that other descriptions of state-made crime may not be invented that will carry with them equally severe punishments and that may affect Europeans very closely? Japan has a perfect right to prohibit opium in her dominions, just the same right, in fact, that the prohibition States of America have to prohibit alcoholic liquor, but a year's hard labour for smoking a pipe of opium or drinking a glass of sherry strikes us as an outrage on justice, and therefore, in the case of Japan, not calculated to reassure the foreigners who are soon to come under the jurisdiction of the Japanese courts.

At Kobe a Chinaman has been sentenced to a year's hard labour for smoking opium. There were 2,425 visitors to the City Hall Museum last week, of whom 178 were Europeans. The steamer *Cleopatra*, from Antwerp, London, and Straits, left Singapore for this port on Saturday morning, the 17th instant. The P. & O. steamer *Forness*, from China, arrived at London on the morning of the 17th instant.

At the Police Court yesterday a code was sent to goal for three months for intimidating a riotous crowd who declined to join in the short strike on Saturday last.

The N. Y. steamship *Iberia Maru* left Moji for this port on Saturday, the 17th inst., and may be expected to arrive here on the 23rd instant.

The N. Y. chartered steamship *Knight of St. John* left Singapore for this port on Thursday last, the 15th inst., and is due here on the 21st instant.

The O. & O. steamer *Dove*, with cargo, from San Francisco to the 30th ultimo, in Hongkong, has arrived at Yokohama, and will leave for this port via Nagasaki tomorrow, the 21st instant, at daylight.

It is reported that a Japanese shipping company recently given out orders for steamer to the following builders: Messrs. A. M. Millan & Sons, Dunbar, for two steamers of about 3,500 tons each; Messrs. J. L. Thompson & Sons, Sunderland, for two steamers of about 3,500 tons each; and Messrs. Wiggin Richardson & Co., Newcastle, for two steamers of about 3,500 tons each.—*Japan Gazette*.

H. M. S. *Dolphin* arrived from Chemulpo yesterday.

The annual Baxter Mission "Sale of Works" will be held in the City Hall, on Tuesday, October 27th, from 3 to 6 p.m.

At the Yokohama African Regatta held on the 10th October, the International Four was won by the English. There were two other crews in the race, the Swiss and the "Aborigines." H. E. Hayward, formerly a Hongkong boatman, was in this boat. The Aborigines started the winning crew in the China Four, was stroked in the boat that won the Junior Fours, and also stroked a boat in the Senior Fours.

It does not appear to have been generally recognised in the East that Baron Zoutewell, who lost his life by a shooting accident on 17th August, during a Royal Visit to Yunnan, was buried at Shantung on the same day.

Zoutewell that served for several years in Tokyo as Legation and Church Affairs of the German Legation. Such is the sad fact, however, and by all that had the pleasure of knowing him in Japan, a clever diplomat, a sympathetic personality, and a brilliant musician, his intimacy and shooting death will be remembered.

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ORGAN RECITAL AT UNION
CHURCH

There was a full congregation at Union Church yesterday afternoon on the occasion of the organ recital given by Mr. G. Grimble and amateur soloists from five local choirs. The organ recital was given by Mr. G. Grimble, and among those present we noticed H. E. Sir William Robinson. Several vocalists gave their assistance, namely, Mrs. Gordon, Mrs. Hagen, Mr. C. H. Grace, and Mr. D. K. Skinner, and the price of admission was £1.00. The "Elijah" was the 1890 recital, which turned out not short of an average one. The various properties mortgaged to the Office-hands and in Shantung have been valued by our surveyors, and the value of the goods will be granted, and after which the goods are at liberty either to be sold for local consumption or to be transported inland or to coast ports or to foreign countries; as the case may be, upon application being made for a proper permit.

—The Customs may at any time inspect the buildings and machinery, and if the same are in any way injurious to the lives they are exposed to, the manager may be compelled to close until satisfactory repairs shall have been effected.

—Furnitures situated beyond 10 ft. of the Customs of any port must be provided with an apartment for the station of a Customs officer to be depoted there. Officers of factors however situated outside within the limit of 10 ft. may apply for a Customs officer to be stationed there, provided prong accommodation be furnished and a sum be paid annually towards defraining Customs expenses.

The amount is not stated. Ed. S. M.

—Factors in Trade Ports are to have the license granted them by the Customs of the port; those established abroad, on the part of the Secretary of State.

—Offices of the *Customs* are under the jurisdiction of the *Customs* of the *Customs* of West of England.

Mr. VERNON recurred.

—Mr. KIRKIN proposed the re-election of Mr. H. G. Gordon, Mr. Ellerton Henderson, and Mr. Coxall.

Mr. H. G. TUNN avoided.

—The CHATEMAN.—That is all the business, gentlemen. I have to thank you for your attendance. Dividend warrants will be issued to-morrow.

HONGKONG GOLF CLUB.

MURRAY'S CUP AND SWEEP.

The cup which finished yesterday or was made most favourable circumstances or regards the weather and the course. The new morning machine arrived last week and has been made good use of, the lie being now as good as possible where real golfing turf is not to be found. The generality of the returns are bad, but if we might venture a suggestion it would be that music originally written for the organ is the only piece of note. The organ piece was played by Mr. Grimble, which followed the "March Funerale" by Frederic Archer. The transcription of the organ without words from the piano to the organ seems to have been done with great success, and the piece was a decided success.

—There were two more organ pieces which were considered with great interest and sympathy. There were two more organ pieces in the programme, but the time was getting late and the dinner hour approaching. The congregation began to thin rapidly and only one of the pieces was played. Those who were present will feel indebted to Mr. Grimble for arranging the organ piece so well.

—G. F. W. R. Playfair.

—Mr. G. Stewart.

—Mr. H. L. Dalrymple.

—Mr. C. A. Tunes.

—Mr. C. E. Grace.

—Mr. W. A. Duff.

—Mr. G. Stewart.

—Mr. P. de C. Morris.

—Mr. C. H. Grace.

—Mr. C. V. May.

—Mr. H. W. Slade.

—Mr. H. L. Dalrymple.

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—Mr. H. W. Slade.

—Mr. H. L. Dalrymple.

—Mr. C. A. Tunes.

—Mr. C. E. Grace.

—Mr. W. A. Duff.

—Mr. G.

NOTICE TO CONSIGNEES
FROM HAMBURG, PENANG, AND
SINGAPORE.

THE Steamship

"CERES."

Captain T. Behrens having arrived from the above ports, Consignees of Cargo are hereby required to send their Bills of Lading for delivery by the undersigned and to take immediate delivery of their goods from alongside.

Optical Cargo will be forwarded unless notice to the contrary be given before 3 P.M. to-day.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, mangled and damaged Goods will be sent to Kowloon Godowns, where they will be examined on the 15th inst. at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 16th October, 1891. [2343]

STEAMSHIP "MELBOURNE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex S.S. "Dardanel" from Harro or S.S. "President Lincoln" in connection with above Agent, will be informed that their Goods, Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately.

Optical Cargo will be forwarded on unless intimation is received from the Consignees before To-morrow, the 15th inst., at 3 P.M.

For Freight or Passage apply to BUTTERFIELD & SWINE.

Agents.

Hongkong, 17th October, 1891. [2349]

VESSELS ON THE BERTH

"RICKMERS" REGULAR LINE OF
STEAMERS.

FOR BREMEN AND HAMBURG

(Taking Cargo at through rates to Red Sea, MEDITERRANEAN and BLACK SEA PORTS).

THE Company's Steamship

"DOROTHEA RICKMERS"

Captain Popo will be despatched as above TO-MORROW, the 21st instant.

For Freight etc. apply to ARTHOLD, KARBERG & CO.

Agents.

Hongkong, 16th October, 1891. [2348]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"GLAUCUS"

Captain Barwise will be despatched as above TO-MORROW, the 21st inst., at 3 P.M.

For Freight or Passage apply to BUTTERFIELD & SWINE.

Agents.

Hongkong, 17th October, 1891. [2349]

CHINA NAVIGATION COMPANY
LIMITED.

FOR KOBE

THE Company's Steamship

"CHINGTU"

Captain Linus will be despatched as above TO-MORROW, the 21st inst., at 4 P.M.

For Freight or Passage apply to BUTTERFIELD & SWINE.

Agents.

Hongkong, 17th October, 1891. [2349]

NORDDEUTSCHER LLOYD.

NOTICE

STEAM TO SHANGHAI

THE Company's Steamship

"PREUSSEN"

Captain P. Wettin, due here with the outward German Mail about the 20th inst., will leave for the above place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & CO.

Agents.

Hongkong, 16th October, 1891. [2349]

NORDDEUTSCHER LLOYD.

STEAM TO YOKOHAMA, KOBE, NAGASAKI,

(Passing through the INLAND SEA).

THE Company's Chartered Steamship

"DAPHNE"

Captain Samuelson will leave for the above port on or about WEDNESDAY, the 21st.

For Freight or Passage apply to MELCHERS & CO.

Agents.

Hongkong, 18th October, 1891. [2349]

FOR SINGAPORE, HAVRE, AND
HAMBURG

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LUREN, OXFORD, LONDON, LIVERPOOL, and BREMEN).

THE Steamship

"BRATO"

Captain Ostermann, will be despatched for the above ports on THURSDAY, the 22nd inst., at DAYLIGHT.

For Freight, apply to SIEMSEN & CO.

Agents.

Hongkong, 15th October, 1891. [2349]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN"

FROM ANTWERP, LONDON, AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery may be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From Italy, ex s.s. Clyde.

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-NIGHT, the 17th inst.

Goods will be shipped by the 22nd inst. at 4 P.M.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 16th October, 1891. [2349]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"KHEDIVE"

FROM BOMBAY, COLOMBO, AND
STRATF.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery may be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From London, ex s.s. Arcadia.

From Calcutta, ex s.s. Covenanted.

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-NIGHT, the 17th inst.

Goods will be shipped by the 22nd inst. at 4 P.M.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 16th October, 1891. [2349]

VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Calling at Ports Darwin and Fremantle and
Ports and taking through Cargo to
AUSTRALIA, NEW ZEALAND, &c.)

THE Steamship

"AUSTRALIAN."

Captain P. Heins will be despatched for the above Ports, on or about the 21st instant.

For Freight, etc. apply to HOLIDAY, WISE & CO.

Agents.

Hongkong, 9th October, 1891. [2349]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, HATAYA,

COLOMBO, BOMBAY, ADEN,

EGYPT, MARSEILLE, MEDITERRANEAN
AND BLACK SEA PORTS.

THE Company's Steamship

"KEEMUN."

Captain T. Behrens will be despatched as above on or about the 21st instant.

For Freight, etc. apply to HOLIDAY, WISE & CO.

Agents.

Hongkong, 9th October, 1891. [2349]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, HATAYA,

COLOMBO, BOMBAY, ADEN,

EGYPT, MARSEILLE, MEDITERRANEAN
AND BLACK SEA PORTS.

THE Company's Steamship

"HAIRMIN."

Captain T. Behrens will be despatched as above on or about the 21st instant.

For Freight, etc. apply to DOUGLAS LAPRAIK & CO.

Agents.

Hongkong, 17th October, 1891. [2349]

FOR NEW YORK

THE 3/4 ALL American Ship

"SAINT MARK."

Dudley Master will load here for the above port and will have quick despatch.

For Freight, apply to CALELOWITZ & CO.

Agents.

Hongkong, 28th August, 1891. [2349]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"CALCEDONIA."

Captain E. Porter, will be despatched for the above ports on or about the 21st instant.

For Freight, etc. apply to DODWELL, CARILL & CO.

Agents.

Hongkong, 19th October, 1891. [2349]

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"EL CAPITAN."

Captain G. A. Lee, Master, will leave for the above port and will have quick despatch.

For Freight, apply to SIEMSEN & CO.

Agents.

Hongkong, 17th October, 1891. [2349]

FOR NEW YORK

THE 3/4 ALL American Ship

"SAINT MARK."

Dudley Master will load here for the above port and will have quick despatch.

For Freight, apply to O. DE CHAMPEAUX.

Agents.

Hongkong, 28th August, 1891. [2349]

SIEMSEN & CO.

Agents.

Hongkong, 14th October, 1891. [2349]

NOTICE TO CONSIGNEES

FROM HAMBURG, PENANG, AND
SINGAPORE.

THE Steamship

"CERES."

Captain T. Behrens having arrived from the above ports, Consignees of Cargo are hereby required to send their Bills of Lading for delivery by the undersigned and to take immediate delivery of their goods from alongside.

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